

215848

February 22, 2005

VIA U.P.S. OVERNIGHT

Surface Transportation Board
Section of Environmental Analysis
1925 "K" St., N.W., Room 504
Washington, DC 20423-0001

ENTERED
Office of

Public Record

Attention: Victoria Rutson

**RE: Docket No. AB-33(Sub-No.222X), Union Pacific Railroad Company
- Abandonment Exemption - - In Ouachita County, Arkansas
(El Dorado Subdivision)**

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Notice of Exemption in this matter on or after March 15, 2006.

Sincerely,

Enclosures

O:\ABANDONMENTS\33-222X\STB-EHR.doc

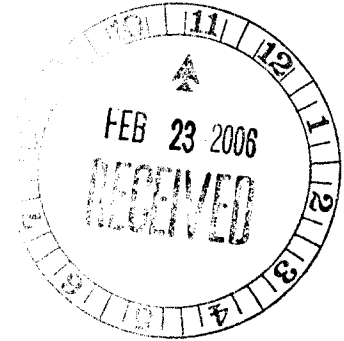
Mack H. Shumate, Jr.
Senior General Attorney, Law Department

UNION PACIFIC RAILROAD
101 N. Wacker Dr., Rm. 1920, Chicago, IL 60606-1718
ph. (312) 777-2055 fx. (312) 777-2065

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 222X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN OUACHITA COUNTY, ARKANSAS
(EL DORADO SUBDIVISION)



Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

Dated: February 22, 2006
Filed: February 23, 2006

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 222X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN OUACHITA COUNTY, ARKANSAS
(EL DORADO SUBDIVISION)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of the El Dorado Subdivision from M. P. 457.0 near Gilcrest to M. P. 460.6 near El Dorado Junction, a distance of 3.6 miles in Ouachita County, Arkansas (the "Line").

The Line traverses U. S. Postal Service Zip Codes 71701 and 71711. A Notice of Exemption to abandon the Lines pursuant to 49 C.F.R. § 1152.50 (no local traffic for at least two years) will be filed on or after March 15, 2006.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies is marked **Attachment No. 2**, and is attached hereto and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered as indicated below.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the abandonment of the El Dorado Subdivision from M. P. 457.0 near Gilcrest to M. P. 460.6 near El Dorado Junction, a distance of 3.6 miles in Ouachita County, Arkansas (the "Line").

The Line was constructed by the St. Louis, Iron Mountain & Southern Railway in 1881 from milepost 457.0 to milepost 459.8. The remainder of the Line, from milepost 459.8 to milepost 460.6 was constructed by the Camden & Alexandria Railway in 1891. The Line is currently constructed primarily with 112-pound jointed rail laid in 1952, supplemented by a small amount of 115-pound welded rail laid in 1990. After abandonment, Camden will continue to receive rail service from UP and BNSF via another UP line running through the city. Camden is a crossroads for a couple of primary highways, U.S. 79 and Arkansas Route 7, both generally north-south routes.

There are no shippers on the Line, and no commodities have originated or terminated on the Line for over two years. There is no overhead traffic over the Line. No complaint regarding the cessation of rail service has been filed by a user of rail service, is pending with the Board, or has been decided in favor of complainant during the period. Based on information in the UP's possession, the Line proposed for abandonment does not contain federally granted right-of-way.

A map of the Line is attached hereto as **Attachment No. 1.**

(2) **Transportation System.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: There will be no effect on regional or local transportation systems and patterns and no diversion of traffic to other transportation systems or modes.

(3) **Land Use.**(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response: (i) UP is unaware of any adverse effects on local and existing land use plans. The Ouachita County Supervisors' Office has been contacted. To date UP has received no response.

(ii) The Natural Resource Conservation Service has been contacted, they determined that the proposed project would have very little impact on Prime Farmland because it is concentrated urban/residential that will probably never be farmed. The Natural Resource Conservation Service's response is attached as **Attachment No. 3**, and is hereby made part hereof.

(iii) Not Applicable.

(iv) The property proposed for abandonment is not suitable for mass transportation purposes (roads or highways). The corridor may be used for public utilities purposes (wireline or pipeline); however, the area is urban in nature and already well-served for these purposes. It is possible that the corridor could have use as a public walking/biking trail and there may be an interest in the corridor for some recreational use such as a trail or a tourist trolley line. The title to the property is reversionary in nature.

(4) **Energy.** (i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response: (i) There are no effects on the transportation of energy resources in view of the absence of rail shipments on the Line.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption from the abandonment.

(iv)(A)(B) There will be no rail-to-motor diversion.

(5) **Air.** (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§(5)(i)(A) will apply.

Response: There is no such effect anticipated.

(5) **Air.** (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) **Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) **Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater.
If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) **Safety.** (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) **Biological resources.** (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: (i) The U. S. Fish and Wildlife Service has been contacted.

To date UP has received no response.

(ii) The National Park Service has been contacted. To date UP has received no response.

(9) **Water.** (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response: (i) The Arkansas Department of Environmental Quality has been contacted, reviewed the proposal and had no comments. The Arkansas DEQ's response is attached as **Attachment No. 4**, and is hereby made part hereof.

(ii) The U.S. Army Corps of Engineers has been contacted. The Corps of Engineers response states the abandonment and subsequent removal of rails, crossties, etc. does not normally require a Department of the Army Section permit unless the removal requires the placement of dredged or fill material into waters of the United States. The Corps of Engineers response is attached as **Attachment No. 5**, and is hereby made part hereof.

(iii) It is not anticipated that there will be any requirements for Section 402 permits.

(10) **Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See **Attachment No. 1.**

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The right-of-way is generally 100 feet in width. The topography of the area is gently rolling hills. Most of the 3.6 miles of right-of-way is within the urban setting of the City of Camden.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: The bridge at milepost 460.2 is over fifty (50) years in age, and four photographs of the bridge has been sent to the Arkansas Historic Preservation Program for evaluation. A copy of the letter to the SHPO and photographs is attached as **Attachment No. 6**, and is hereby made part hereof.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: See Attachment No. 1.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See UP's response to question (1) in the environmental Report for a brief history and description. The Line has been out of service since 2000.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: Not Applicable.

(7) An opinion (based on readily available information in the UP's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources in the project area. The Arkansas Historic Preservation Program has been contacted. To date, UP has received no response.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

Response: UP does not have any such readily available information.

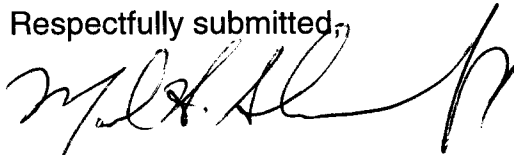
(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and

a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 22ND day of February, 2006.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", written in a cursive style.

UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 222X), the El Dorado Subdivision in Ouachita County, Arkansas was served by first class mail on the 22nd day of February, 2006 on the following:

State Clearinghouse (or alternate):

Arkansas Department of Economic Development
One Capitol Mall
Little Rock, AR 72201

State Environmental Protection Agency:

Department of Environmental Quality
8001 National Drive
Little Rock, AR 72209

State Coastal Zone Management Agency
(if applicable):

Not applicable.

Head of each County:

Ouachita County Courthouse
P.O. Box 644
County Courthouse
Camden, AR 71711-0644

Environmental Protection Agency
(regional office):

U.S. Environmental Protection Agency
Region VI
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 4
1875 Century Blvd., Suite 400
Atlanta, GA 30345

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Vicksburg
4155 E. Clay Street
Vicksburg, MS 39183

National Park Service:

National Park Service
Midwest Region
1709 Jackson Street
Omaha, NE 68102

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
Federal Building, Room 3416
700 W. Capitol Avenue
Little Rock, AR 72201-3225

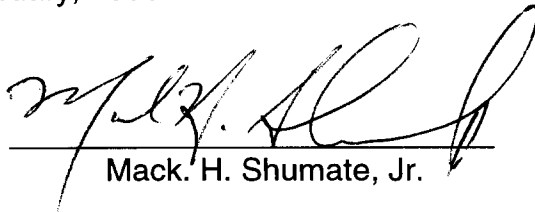
National Geodetic Survey:

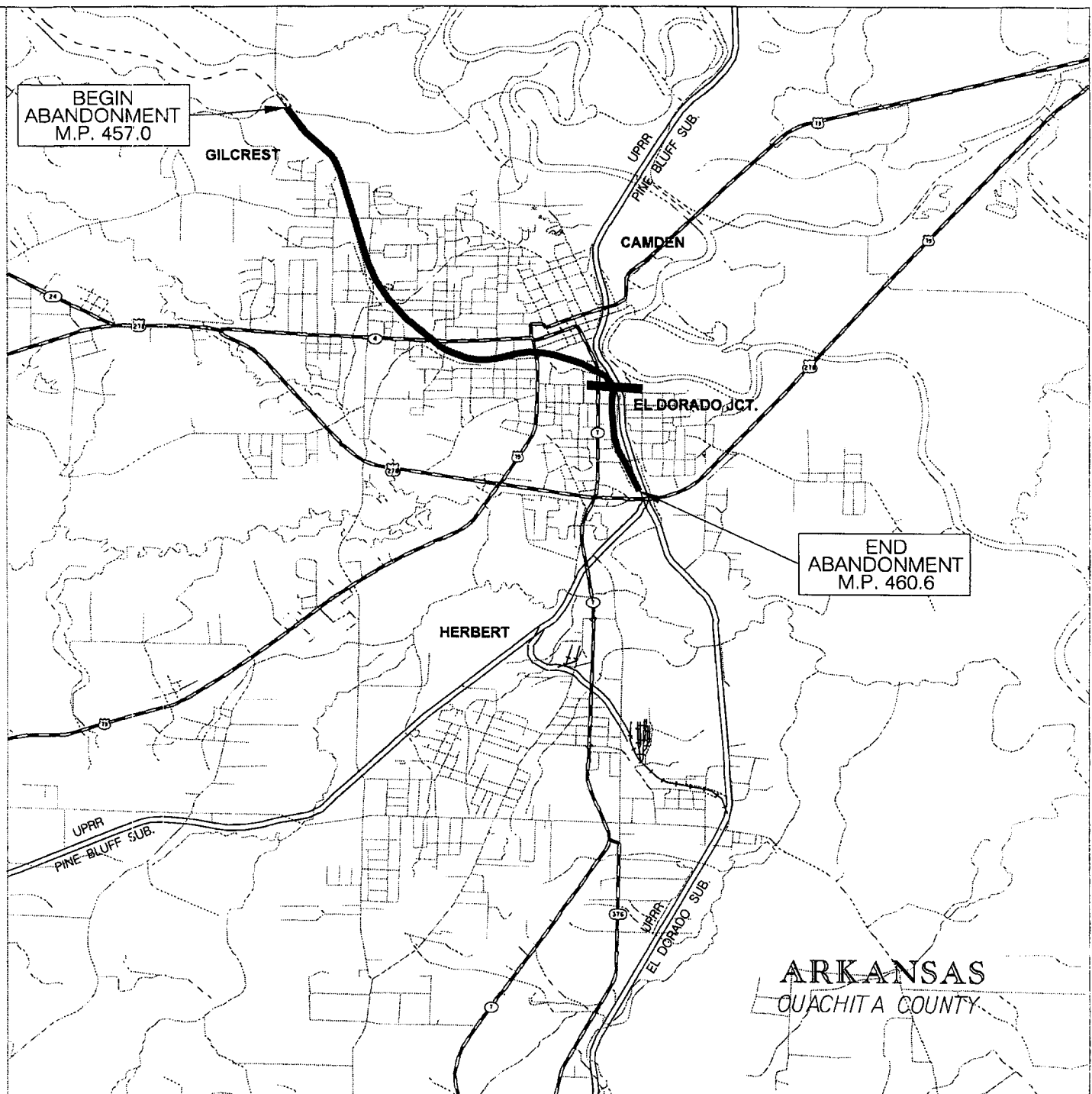
National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

The Department of Arkansas Heritage
1500 Tower Building
323 Center Street
Little Rock, AR 72201

Dated this 22nd day of February, 2006.


Mack H. Shumate, Jr.



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
460.2	1-28' BEAM SPAN	28'	1918
460.2	4 SPAN 51' TPTOD	212'	1935

LEGEND

- UPRR LINES TO BE ABANDONED
- ABANDONED TRACK
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

EL DORADO SUBDIVISION

MP 457.0 TO MP 460.6
TOTAL OF 3.6 MILES
IN OUACHITA COUNTY, ARKANSAS

UNION PACIFIC RAILROAD CO.

EL DORADO SUBDIVISION

CAMDEN, ARKANSAS

INCLUDING 50+ YEAR OLD STRUCTURES

SCALE 2 MILES

FILE: q:\abandonments\ab0345_eldorado.dgn

DATE: 03-Feb-06 09:45

AB33-(Sub-No.222X)



July 29, 2004

State Clearinghouse (or alternate):

Arkansas Department of Economic Development
One Capitol Mall
Little Rock, AR 72201

State Environmental Protection Agency:

Department of Environmental Quality
8001 National Drive
Little Rock, AR 72209

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of each County:

Ouachita County Courthouse
P.O. Box 644
County Courthouse
Camden, AR 71711-0644

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VI
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 4
1875 Century Blvd., Suite 400
Atlanta, GA 30345

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Vicksburg
4155 E. Clay Street
Vicksburg, MS 39183

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
1849 "C" St., N. W., #MS3540
Washington, DC 20240

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
Federal Building, Room 3416
700 W. Capitol Avenue
Little Rock, AR 72201-3225

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

The Department of Arkansas Heritage
1500 Tower Building
323 Center Street
Little Rock, AR 72201

Re: Proposed Abandonment of the El Dorado Subdivision from Milepost 457.0 near Gilcrest to Milepost 460.6 near El Dorado Junction, a distance of 3.6 miles in Ouachita County, Arkansas; STB Docket No. AB-33 (Sub-No. 222X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the El Dorado Subdivision Lead from Milepost 457.0 near Gilcrest to Milepost 460.6 near El Dorado Junction, a distance of 3.6 miles in Ouachita County, Arkansas. A map of the proposed track abandonment shown in black is attached.

Law Department

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx. (402) 501-0127

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to again request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

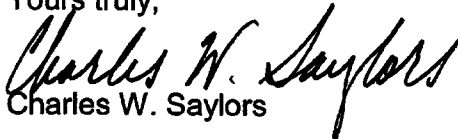
STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

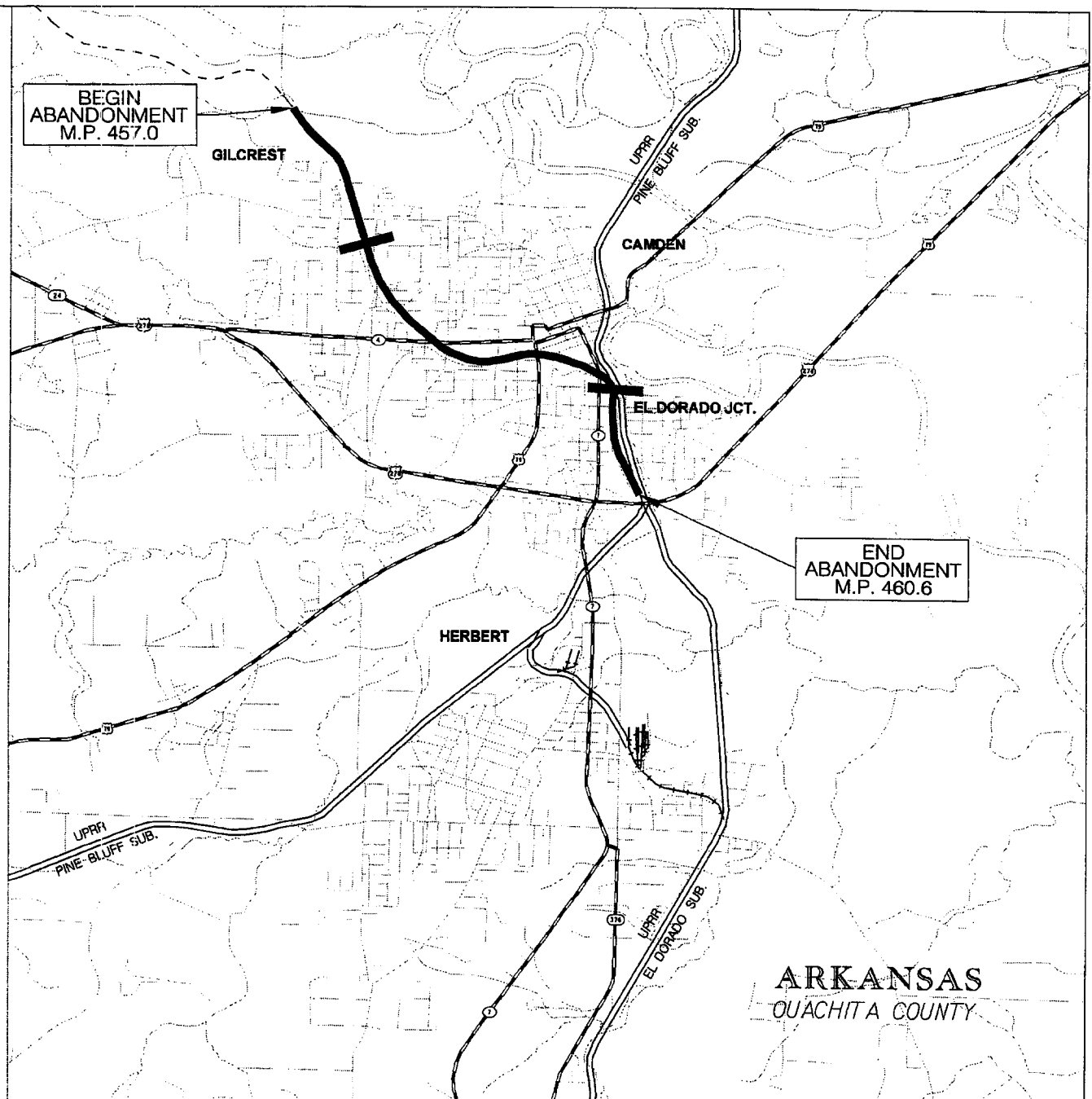
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,


Charles W. Saylor

Attachment



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
458.1	1 SPAN 11' RAIL GIRDER	11'	1931
460.2	1-28' BEAM SPAN	28'	1916
460.2	4 SFAN 53' TPTOD	212'	1935

LEGEND

- UPRR LINES TO BE ABANDONED
- ABANDONED TRACK
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

EL DORADO SUBDIVISION

MP 457.0 TO MP 460.6
TOTAL OF 3.6 MILES
IN OUACHITA COUNTY, ARKANSAS

UNION PACIFIC RAILROAD CO.

EL DORADO SUBDIVISION

CAMDEN, ARKANSAS

INCLUDING 50+ YEAR OLD STRUCTURES

SCALE MILES

FILE: q:\abandonments\abo345_eldorado.dgn

DATE: 10-Jun-04 13:04

Natural Resources Conservation Service
640 South 6th Street, Suite C
Arkadelphia, Arkansas 71923

Chuck Saylor
Union Pacific Railroad
1400 Douglas Street,
Mail Stop 1580
Omaha, NE, 68179

October 8, 2004

Dear Mr Saylor:

This letter is in response to your letter concerning proposed abandonment of the ElDorado Subdivision from Milepost 457.0 near Gilcrest to Milepost 460.6 near ElDorado Junction in Ouachita County, Arkansas.

Based on the project location as shown on your map, only a very small area meets the Prime Farmland criteria. This proposed project would have very little impact on Prime Farmland because it is concentrated urban/residential that will probably never be farmed.

Should you have any questions or need additional information, please call me at (870) 246-9816.

Sincerely,



Alex L. Winfrey
Resource Soil Scientist



ARKANSAS
Department of Environmental Quality

August 23, 2004

Union Pacific Railroad
Mr. Chuck Saylors
1400 Douglas Street, Mail Stop 1580
Omaha, NE 68179

RE: Union Pacific Railroad Proposed Abandonment of 3.6 miles of El Dorado Subdivision railway, Ouachita County, Arkansas; STB Docket No. AB-33 (Sub-No. 222X)

Dear Mr. Saylors:

The Arkansas Department of Environmental Quality has reviewed the information submitted in the referenced notice. We have no comments.

If you have any questions or concerns, please contact Audree Miller at 501-682-0015.

Sincerely,

A handwritten signature in black ink, appearing to read "Sandi Formica", with the word "for" written below it in a smaller, cursive script.

Sandi Formica
Chief, Environmental Preservation Division

cc: Mary Leath, Chief Deputy Director
Martin Maner, Water Division
Dennis Green, Hazardous Waste

**DEPARTMENT OF THE ARMY**

VICKSBURG DISTRICT, CORPS OF ENGINEERS

4155 CLAY STREET

VICKSBURG, MISSISSIPPI 39183-3435

REPLY TO
ATTENTION OF:

August 30, 2004

Operations Division
Regulatory

SUBJECT: Determination of Permit Requirements for Abandonment of
El Dorado Subdivision Railroad, STB Docket No. AB-33(Sub-
No.222X).

Mr. Charles W. Saylors
Union Pacific Railroad
1400 Douglas Street
Mail Stop 1580
Omaha, Nebraska 68179

Dear Mr. Saylors:

I refer to your letter concerning possible Department of the Army permit requirements for the abandonment of 3.6 miles of railroad located in Camden, Arkansas. The location of the activity is depicted on the enclosed map (enclosure).

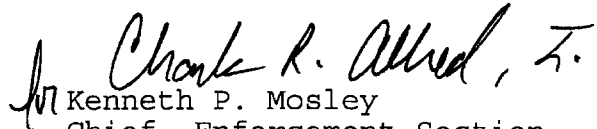
The abandonment and subsequent removal of rails, crossties, etc. does not normally require a Department of the Army Section 404 permit unless the removal requires the placement of dredged or fill material into waters of the United States. We have identified one intermittent stream (enclosure) on the project alignment, that is a water of the United States and if you anticipate the placement of dredged or fill material into that waterway you should contact this office for a reevaluation of Department of the Army permit requirements.

Information regarding the 100 year floodplain should be addressed to: Gary Zimmerer, FEMA Region VI, FRC 800 North Loop 288, Denton, Texas 76209 (940)898-5161, gary.zimmerer@dhs.gov.

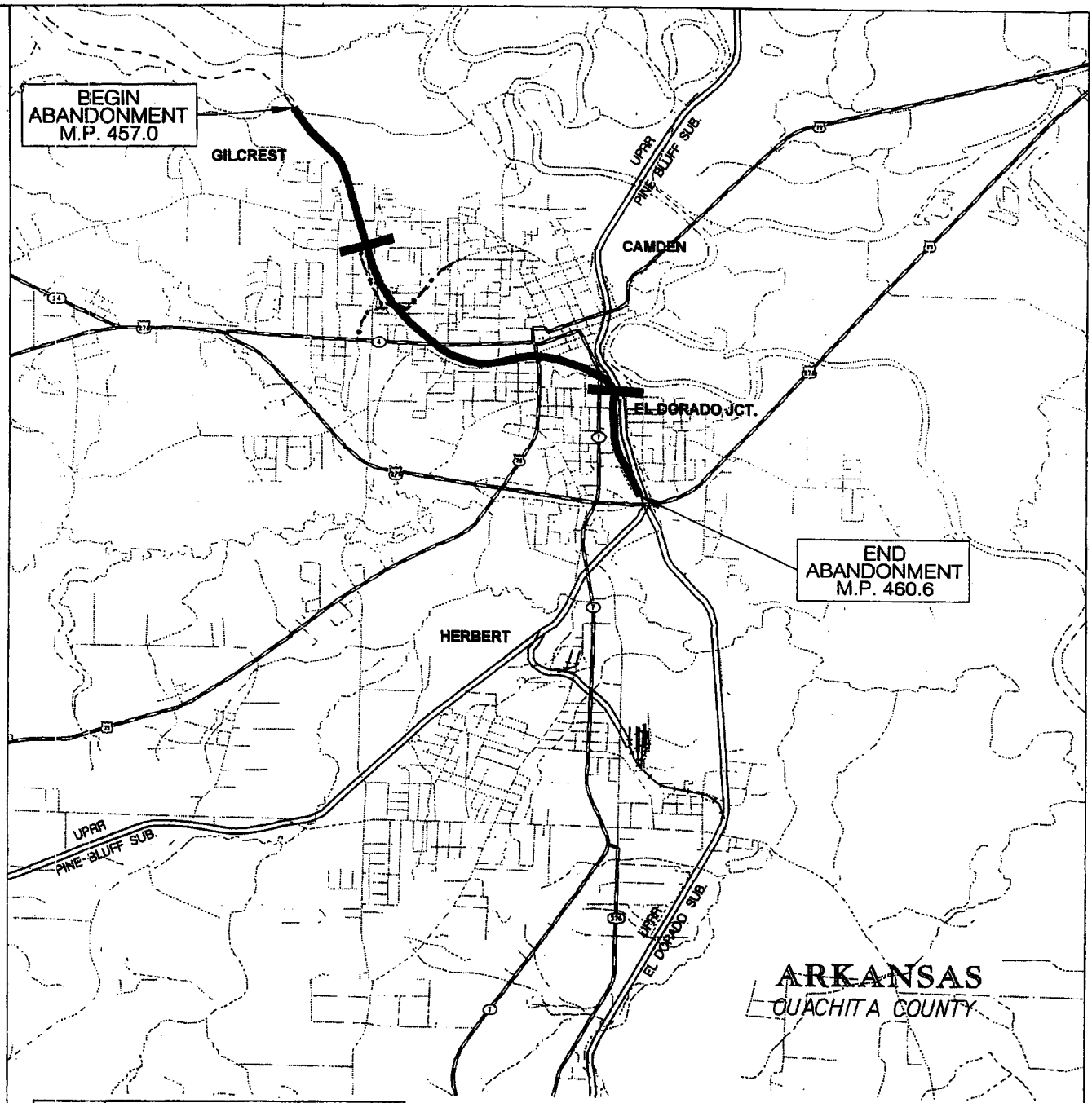
This determination of Department of the Army regulatory requirements does not convey any property rights, either in real estate or material or any exclusive privileges, and does not authorize any injury to property or invasion of rights or local laws or regulations, or obviate the requirement to obtain State or local assent required by law for the activity discussed herein.

If we may be of any further assistance in this matter, please contact Mr. David Lofton, telephone (601)631-5147, fax (601) 631-5459 or e-mail address: regulatory@mvk02.usace.army.mil.

Sincerely,


Kenneth P. Mosley
Chief, Enforcement Section
Regulatory Branch

Enclosure



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
458.1	1 SPAN 11' RAIL GIRDER	11'	1931
460.2	1-28' BEAM SPAN	28'	1916
460.2	4 SPAN 53' TPTOD	212'	1935

LEGEND

- UPRR LINES TO BE ABANDONED
- ABANDONED TRACK
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

Waters of the U.S. FILE: q:\abandonments\ab0345_eldorado.dgn

EL DORADO SUBDIVISION

MP 457.0 TO MP 460.6
TOTAL OF 3.6 MILES
IN QUACHITA COUNTY, ARKANSAS

UNION PACIFIC RAILROAD CO.

EL DORADO SUBDIVISION

CAMDEN, ARKANSAS

INCLUDING 50+ YEAR OLD STRUCTURES

SCALE 2 MILES

DATE: 10-Jun-04 13:04



February 8, 2005

The Department of Arkansas Heritage
Arkansas Historic Preservation Program
1500 Tower Building
323 Center Street
Little Rock, AR 72201

Re: Proposed Abandonment of the El Dorado Subdivision from Milepost 457.0 near Gilcrest to Milepost 460.6 near El Dorado Junction, a distance of 3.6 miles in Ouachita County, Arkansas; STB Docket No. AB-33 (Sub-No. 222X)

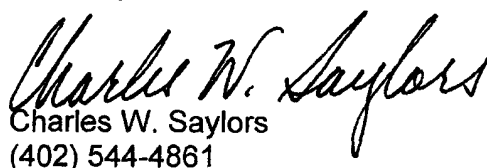
Dear Sir:

Enclosed for your review are four photographs of the bridge at Milepost 460.2 located on the El Dorado Subdivision which is over 50 years old, along with a map of the proposed abandonment. Please note that the map we attached to a July 29, 2004 letter stating our desire to abandon this portion of the El Dorado Subdivision also depicted an eleven foot bridge at Milepost 458.1. Our field engineers have indicated the structure at Milepost 458.1 is a culvert, and therefore we have revised the map attached to this letter. The bridge at Milepost 460.2 is described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Constructed</u>
460.2	1 28' Beam Span	28 Ft.	1916
	4 Span 53' TPTOD	212 Ft	1935

Please advise if you believe there is historical significance to the bridge. Thank you for your assistance.

Sincerely,


Charles W. Saylor
(402) 544-4861

Attachments

Law Department

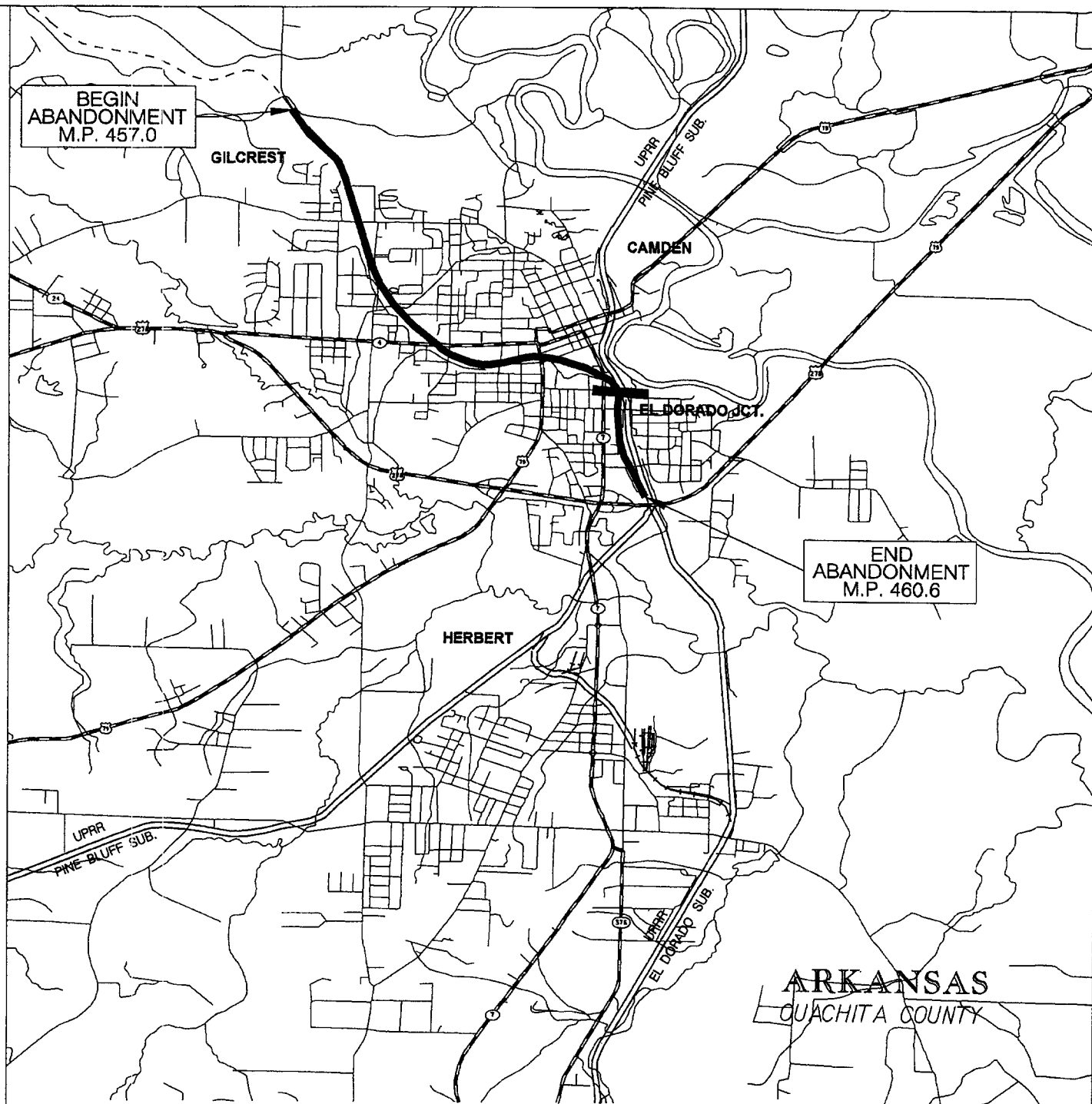
UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx. (402) 501-0127











BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
460.2	1-28' BEAM SPAN	28'	1916
460.2	4 SPAN 53' TPTOD	212'	1935

LEGEND

- UPRR LINES TO BE ABANDONED
- ABANDONED TRACK
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

EL DORADO SUBDIVISION

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EL DORADO SUBDIVISION

CAMDEN, ARKANSAS

INCLUDING 50+ YEAR OLD STRUCTURES

SCALE
0
2
 MILES

FILE: q:\abandonments\ab0345_eldorado.dgn

DATE: 03-Feb-06 09:45

AB-33 (Sub-No. 222X)